



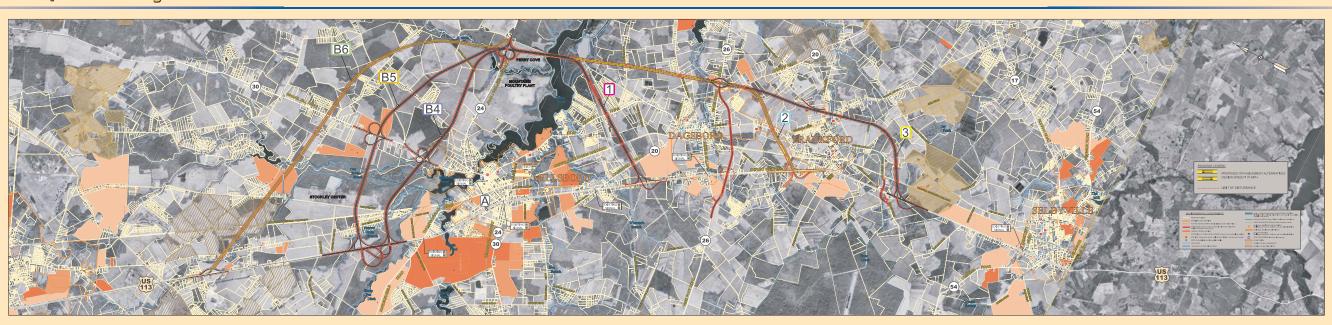
PRELIMINARY EAST BYPASS ALTERNATIVES







113 US 113 North / South Study

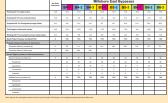


Description of Alternatives

- All eastern bypasses begin west of the Stockley Center and continue southeast to interchange with SR 24 and cross the Indian River
- Alternative B1 then turns southwest along existing rail lines to US 113
- Alternative B2 interchanges with SR 26, then rejoins US 113 north of Frankford
- Alternative B3 also interchanges with SR 26, rejoining US 113 south of Frankford
- Alternatives B4 through B6 are variations on the portions of B1 through B3 north of Indian River that avoid NR-listed archaeological sites and the Mountaire poultry plant
- Resource constraints make an eastern bypass of Selbyville infeasible

Impact Comparison of Alternatives

Engineering



Environmental



Eastern Bypass Conclusions

- All eastern bypasses appear to be effective in reducing traffic on existing US 113.
- Alternatives B1 and B6 generally have the most resource impacts.
- The eastern bypasses typically have greater potential to impact historic structures than the western bypasses.
- Natural resource impacts are generally comparable between eastern and western bypasses.

Working Group Recommendations

EAST ALTERNATIVES

- There was consensus among the Working Group members to recommend to DelDOT that Alternatives B1 and B6 NOT be retained for further consideration.
- There was consensus among the Working Group members to recommend to DelDOT that Alternatives B2, B3, B4 and B5 be retained for detailed study.